



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Friday, October 28, 2016, 10:00 am

Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

SUMMARY NOTES

I. Call to Order/Welcome Chairman Nohe

- Chairman Nohe called the meeting to order at 10:13 am.
- Attendees:
 - **PPC Members:** Chairman Nohe; Chairman Bulova (Fairfax County); Board Member Fisette (Arlington County); Council Member Rishell (City of Manassas Park).
 - **Authority Members and other Elected Officials:** Helen Cuervo (VDOT).
 - **NVTA Staff:** Monica Backmon (Executive Director); Carl Hampton (Debt and Investment Manager); Keith Jasper (Principal); Sree Nampootheri (Transportation Planner), Harun Rashid (Transportation Planner).
 - **Staff:** Rick Canizales, Elizabeth Scullin (Prince William County); Noelle Dominguez (Fairfax County); Bob Brown (Loudoun County); Sarah Crawford (Arlington County); Pierre Holloman (City of Alexandria); Norman Whitaker (VDOT); Dan Goldfarb (NVTC); Sonali Soneji (VRE); Rich Roisman (MWCOG/TPB).
 - **Other:** Nancy Smith (Northern Virginia Transportation Alliance).

Action

II. Meeting Summary Notes of September 30, 2016, PPC Meeting

- The September 30, 2016 Planning and Programming Committee meeting summary was unanimously approved.

Discussion/Information

III. TransAction: Performance Measures

- Mr. Jasper provided an overview of how performance measures will be used during the TransAction update. A handout was provided listing candidate measures related to each of the three goals that had been previously adopted by the Authority. The

TransAction measures will be the subject of a PPC recommendation to the Authority at the Committee's November meeting.

- Chairman Nohe reminded the Committee that the intent of the measures is to support a data-driven process for future decision-making. In response to a question by Chairman Nohe, Ms. Backmon noted that inputs from other committees highlighted a concern to find the optimal balance between highway or transit measures; a desire to combine measures in Goal 3 (impacts of transportation on the environment); and to repeat the use of the congestion reduction relative to cost (CRRC) methodology separately from the rating process, as was done for the FY2017 Program.

Goal 1: Enhance quality of life and economic strength of Northern Virginia through transportation

- Council Member Rishell asked about the rationale for measure 1.5.1, and what happens if projects are subsequently added to, or deleted from, a jurisdiction's Comprehensive Plan. Board Member Fisette suggested there should be some language that the Authority will be respectful of local plans. Chairman Nohe noted that when the Route 28 study identified a preferred alternative, he expected the Prince William County Comprehensive Plan would be updated.
- Mr. Canizales cautioned that highway widening should not be viewed as a negative consideration in the context of storm water runoff. Mr. Jasper responded that the Technical Advisory Committee considered this type of measure to be more appropriate at the project development stage as detailed comparative information is generally unavailable during long range planning. Consequently, this measure may be a candidate for deletion during evaluation of the TransAction plan.

Goal 2: Enable optimal use of transportation network and leverage the existing network

- For measure 2.1.1, Ms. Cuervo noted that VDOT is broadening crash analysis from fatalities and severe injuries to include property damage and other factors that can be more readily influenced by targeted remedial measures. Board Member Fisette asked whether the measure should focus on the number of incidents or the cost (in dollars) associated with incidents. Council Member Rishell asked whether incidents involving transit, bicyclists, and pedestrians would be included.
- Council Member Rishell asked why, in measure 2.5.2, the increase was set at only ten percent. Board Member Fisette agreed this seemed low, commenting that normal advice is to shelter-in-place. Mr. Whitaker responded this is meant to be indicative of a surge in traffic, in response to a homeland security emergency.
- Board Member Fisette indicated that measure 2.6.1 (cost-benefit analysis) should not be handled separately from the rating system. Chairman Nohe responded that it was done separately for TransAction 2040. Mr. Canizales said this analysis is very dependent on the accuracy of the cost estimates from different jurisdictions. Ms. Dominguez noted that consideration should be given to what costs be included in the cost-benefit analysis.

Goal 3: Reduce negative impacts of transportation on communities and the environment

- For measure 3.2.1, Mr. Canizales suggested that the design of widened highways could include more grassy areas, e.g. Route 1 in Woodbridge, which would handle increased storm water runoff. Board Member Fisette suggested the measure should

be focused on net runoff, and suggested that the cost of remediation be included in any cost-benefit analysis. Mr. Brown noted that Environmental Impact Studies were required to identify how such impacts would be mitigated at the project development stage, and suggested that TransAction should be more focused on a planning level measure. Chairman Nohe considered the measure as stated does not belong in TransAction.

- More generally, Board Member Fisetta asked whether the measures would be used to rate all projects, or to select which projects are included in the plan. If the latter, what threshold would be used for inclusion? Chairman Nohe responded that the measures are ‘rules’ that will be applied to guide the Authority on how to allocate future investments.

IV. NVTa Update

- Ms. Backmon provided a brief update on future Authority and Committee meetings.

Adjournment

V. Adjourn

- The meeting adjourned at 11:29 am.